pleased to state:

(a) whether the container traffic at Kandla Port in Gujarat in Free Trade Zone Area could not be developed as anticipated for want of proper bridges and support of Inner and Outer Roads;

(b) what are the steps|measures taken or to be taken for the development of container traffic from Kandla Free Trade Zone Port during the Eighth Five Year Plan period;

(c) what are the funds allocated by Planning Commission, during the Eighth Five Year Plan, project-wise; and

(d) the details of other steps| measures taken for speedy development of transport system of Kandla Free Trade Zone Port?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (d) No Sir. The Container traffic at Kandla Port has not been affected due to want of proper bridges and support of inner and outer roads inside or outside the Port or Free Trade Zone Area.

(b) and (c) A scheme has been included to develop container handling facilities at Kandla Port in the 8th Five Year Plan with an outlay of Rs. 10 Crores.

Recommencing the Operation of Port at Dabhol

2979. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to recommence into operation the Port at Dabhol; and

(b) if so, what are the details of such proposal?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) At present cargo traffic by sailing vessels such as Mangalore Tiles, Wood, Salt, etc. and Inland Creek Passengers is being handled at Dabhol Port. Now some of the entreprenuers have shown interest to set up their projects at Dabhol Port. The projects are as follows:—

(1) M|s. Dabhol Power Company Power Project (Enron & Maharashtra State Electricity Board).

(2) M|S. Hindustan Petroleum Corporation Ltd. The Inland Water Transport Commissioner has given No Objection Certificate to M|s. Dabhol Power Company to construct a jetty at Dabhol Port on 11-1-1994. The Inland Water Transport Commissioner has also given permission to M|S. Hindustan Petroleum Corporation Ltd. to survey the area for the purpose of setting up a Project. There is also a proposal from M|S. B. Steen Christensen Company of Denmark and Confidence Shipping Company for Port Management.

Appointment of a Consultant firm for Setting up mechanised Coal-Handling Plants

2980. SHRI SURESH PACHOURI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to allot an Indo-Australian Jt. Venture firm the consultancy in the Asian Development Bank project for setting up a mechanised coal-handling plant;

(b) if so, whether ADB had agreed to provide a loan of Rs. 404 crores for the Rs. 587 crores project at Paradeep Port and had earmarked Rs. 17 for appointment of consultant;

(c) if so, what is the difference of opinion felt by the Ministry in this regard;

(d) what were the terms and conditions imposed by ADB while providing loan for the project;

(e) to what extent this loan will be utilised; and

(f) whether all the conditions made by the ADB have been fully met by Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir.

(c) Does not arise.

(d) Major conditions of the loan are that the Government of India would pay the interest to the ADB at the rates fixed by the bank from time to time and also the commtment charges at the rate of 0.75 per cent per annum on the amount remaining undrawn. The loan is repayable in 20 years time starting from 1997.

(e) The entire loan would be utilised for the project.

(f) Yes, Sir

Construction of East Coast National Highway

2981. SHRI V. GOPALSAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the total distance of East coast National Highway;

(b) out of which how much funds were allotted to it during the last three years and how much out of it has so far been spent; and

(c) by when this highway is expected to be ready?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) The East Coast Road measuring a length of about 773 km is presently forming a part of the State Road network. Its construction/development therefore rests with the respective State Governments, as the Central Government is primarily concerned with the roads declared as National Highways only. However, the road segment of Madras-Cuddalore forming part of the road in question having a length of 161 km has recently been taken up by the State Government under the A.D.B. (Asian Development Bank) loan assistance of Rs. 63.1 crore.

Four laning of G. T. road

2982. SHRI VIRENDRA KATARIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that G.T. Road from Delhi to Wagha Border was to be fourlaned and this scheme which was started in 1979 has been delayed inordinately resulting in escalation of the cost project during the last 15 years;

(b) whether it is a fact that due to very high traffic and non-provision of four lane system so many accidents are daily taking place resulting in the loss of human life and property;

(c) whether it is a act that more than 25,000 people have died in these accidents;

(d) whether it is a fact that lot of corruption is going on in the construction of this road; and

(e) whether Government would institute a high level inquiry to know the reasons of this delay, lot of corruption and measures to complete this prject on warfooting?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) G.T. Road from Delhi to Jallandhar is being widened to four lanes in phases. Delays have occurred in some sections due mainly to contractual complications and low out put by contractors. At present there is no proposal for four laning of Jalandhar-Wagha border section.